STRAM to ALL PARTS of GREAT BRITAIN,
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199 180 only of 180 ond Class. 199 1 Third Class. 199 180 ond Part of the Particular apply to For passage, freight and other particulars, apply to WM. A Sale & Co., No. 98 Southet.

THE VANDERBILT EUROPEAN LINE of STRAMSHIPS, between NEW-YORK, SOUTEAM'-TOR HAVE and BERKEN, will sail as follows: carrying the limbed State Meilt:

New-York for Southampton

Morte Star Saiday, July SI Wednesday, Aug. 18

Tens Rew-York for South

Brem Rew-York for South

From Rew-York for South

Roll N. Light Star Saiday, Aug. 11 Wednesday, Aug. 18

Them Rew-York for South

Roll N. Light Star Saiday, Aug. 11 Wednesday, Sup. 1

Have and

Brem Rew-York for South

Roll'N Light Star Saiday, Aug. 11 Wednesday, Sup. 1

Have and

Roll'N Light Saiday, Aug. 18

Free steamships have waterstight compartments, and carry

the supgent.

Frice of passage per Vanderbilt—First cabin, \$100 and \$128;

moored oathin \$60; and per North Star, Northern Light, and Arial—First cabin, \$23;

Certificates isrowd for passage from Europe.

Boach delivered in London and Paria.

D. TORRANCE, Ascan, No 5 Sowiting Green, N. F.

Second Cahin Passage.

Prom Bestom to Liverproit
Chief Ceain Passage.

Second Gabin Passage.

The shire from Bestom and at Haiffax.

PERSHA, Capt. Julkins.

ARABIA, Capt. Leave.

ARABIA, Capt. L. Stones.

AFRICA Capt. E. G. Lout.

NIAGARA, Capt. Byris.

AFRICA Capt. Shumen.

EUROPA, Capt. J. Leitch.

These vessels carry a clear white light at most-head; green on imbourd bow; red on port bow.

MNADA Lans.

Leaves Bostom. Wednesday, July 28

MFRICA, Weimmn. Leaves M. York. Wednesday, July 28

ERSHA, Judkins.

Leaves N. York. Wednesday.

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E. CUNARD, No. 4 Bowting Green.

FOR SAVANNAH AND FLORIDA.-U. S. NOR SAVANNAH AND FLORIDA.—C. S. MAIL LINE.—The favorite resumble ALABAMA. Capt. O. R. Scherck, will have on SATUEDAY, July 31, at 1 p. m., from Pier No. 4 North River. Caoin Passage to Savannah 316. Bills of Ladius signed only on board. For Freight or Passage apply to SASUEL L. MITCHILL & SON, No. 13 Broadway Stramers for Florida commer at Savannah, leaving every Bordsy, Wednosday and Friday. The FLORIDA, Capt. Issaid Cruwell, util succeed and leave on SATUEDAY, Aug. 7.

FOR SAVANNAH and FLORIDA.-The Ameri-FOR SAVANNAH and FLORIDA.—The American articles seem and introduced and articles are streaming Company a new and first class securably HUNTSVILLE I. A Post communication, will leave not Ro 12 N. R., on SATURDAY, July 31, at 4 o'clock p m. Passage to Savarneh, with mempassed accommodations, \$15.

Through tickets to Macra, Montgomery, Atlanta, Albany, Ga., and Columbus, soid at much less than beautrates. Priests to coats per foot, until further notice, Incora come half per cent.

Apply to H. B. CROWWELL & Co.,

No. 36 West-st., corner Albany.

OR CHARLESTON.—The steamship MEM-PHIS Caprai, G. W. Watson, will leave pier No. 12 N. st., ATURDAY, July 31, at 40 clock p. m. Passags, with acce-ptions State come, 615. Freight 6 cents per foot natir turber Statements, 615 Freight to the first of through our office H. R. CROMWKLL & Co., No. 16 Wester, corner Albary.

Steamboats and Bailroads.

CAFEGUARDS for TRAVELERS .-- The thinking ps but and there who travel are requested to note the attacement of Cheanmer's fillance of the best managed fillance direct in the document. He seems first Cheanmer's fillance direct in the country. He seem Central, &c. The suject of this device is to place the action of all the brakes in the banks of the engineer or attendants of the half of the restance demonstrates that the destrictive effects of all afficiency decided as a first the destrictive effects of all affined accidents arise from the momentum of the mass of matter in rapid motion.

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to them. It is wearranted to answer the purpose or no
ion 8 12 week complete. For farther periodicing a

O. OREA MER, See, No. 31 Pincers, N. Y. EXCURSIONS to ELIZABETHPORT, N. J.

VAN KULL, leave Pier No. 2, North River, daily Candays asserted by a 74 a.m., 12 m., 4 and 34 p. m. Returning, leave killarbethport at 54 a.m., 12 m., 4 and 34 p. m. Returning, leave killarbethport at 54 a.m., 2545 a.m., 25 and 6:20 p. m. Tickets to go and return the same day, 50 cents; to Elizabeth Cky, 10 cents additional. FARE 25 cents.—For SHREWSBURY, LONG

BRANCH Highands, Ocean House, Port Weshington, Mid-detest, Pair Haven and Red Bank —The new and swin etemor-al LICE PRICE, John Sorden, Commander, will run as siches year Rebinson at, N. R.:

LEAVE RED BANK AND BRANCH Leave New-York.

Toesday, July 27..... 5 p. m. Wednesday, July 28... 6] s. m. Wednesday, July 28... 6] s. m. Thorsday, July 29... 6] s. m. Thorsday, July 29.... 4 p. m. Frioas, July 39....... 1 a. m. The steamer, LEADER connects with this boat for Picasure ay and Long Stanch direct ELIAS HAIGHT'S Line of Stages for Squan connects with is beat; also Stages to all parts of the country.

TRAVLERS leaving the city should procure the last conton of APPLETON'S RAILWAY GUIDE. It could be Through Routes, Time Tables of all the Raitonic, A General Map riving he Rous's in section peration, sixty Maps. Ac., a Tourists' Guide to the Watering Places, and a thousand other D. APPLETON & Go., Publishers, Nos. 546 and 345 Broadway.

STATEN ISLAND FERRY.—NOTICE.—
Chan Excursion for Six Cents—Box's leave SPATEN
BLAND EVERY H-VR worn 6a un to 6 p. m
Leave WHITEHALL from 2 a. m. to 7 p. u. for Quarantine,
Sixpleton and Vaccientit's Landing.

DAY BOAT for ALBANY and INTERMEDI-

ATE LANDINGS.—The stranger ARMENIA from foot or my st., MONDAY, WELNESDAY and FRIDAY, at 7 a m L'LUSHING RAILROAD-Leaves Fulton Mar LUSHING RALLKOAD—Leaves TURON MAR.

ket Wharf by steamer 101.63 at 6:35, 7:56 and 10 a. m. and
1, 4 and 6 p. m. The cars beave Flushing, L. 1, at 6:45, 8 and it
a m., and 1, 4 and 6 p. m., meeting and exchanging passengers
with the beat at Hunter's Foirt.

cents.

Charles Burner Williams 1, 10 and 1, 10 a ONG ISLAND RAILROAD-Leaves South

also, at 3:50 p. m. Express Team for River Head at 3:30 p. m. Speece at 4:50; and other Trains for Humostead and Jamaica. FOR BOSTON and PROVIDENCE via NEWPORT and PALL RIVER.—The spiendid and superior
steamer METROPOLIS, Capt. Brown, leaves New York every
TUESDAY THURSDAY and SATURDAY, at 5 o'cick p m.,
and the BMPIRE STATIL Capt. Brayton, on MONDAY, WED.
MYJDAY and FRIDAY, at 5 o'cick p. m., tron Pier No. 3 N. R.
Hereafter no rooms will be regarded as seen red to any apput
must until the same shall have been paid for.
Preight to Bernon is forwaried through with great dispatch by
Exercise Freight Tudin.

WM. BORDEN, Agent, Nos. 70 and 71 West-st. REGULAR MAIL LINE for BOSTON and

PROVIDENCE, via STONINGTON.—HUUR of LEAV-ING CHANGED to 6 p. m.— On and after TUESDAY June 1, the Steamer PLYMOUTH BOOK and C. VANDERBILD of this line will leave Pior No. 2 North River, first what above Battery piace, delily, ca. up 18 midaya, at 5 p. m., instead of 5 p. m. Office via. 10 Battery-piace.

DEOPLE'S LINE between NEW-YORK, CITY DEOPILE'S LINE between NEW-YORK, CITT
18LAND NEW-KOCHELLE said of MARONEGK—Oz
and after SATURDAY, June 12, the meaner ISLAND GIT?
(Copt. James Vraderburgh) having been refitted with new bool
ers, ke, and news i timilated throughout, will commence making
DALLY TRIPS (Sundays excepted) between the above-manuel
places, for the accommendation of passengers and freight, leaving
Pusion Market Signer 4 p. m., retining leaves Manuscones at
7 a. m., New Rochelie, 7:300 a. m., Oily Island at 7:15 a. m.
Pure between New-York and Manuscones, Scientes, and het week
Been-York and New Rochelie or Oily Island 25 cents each way.
Freight must be on beard half an bour before the time of starting.

THE REGULAR MAIL LINE via STONING-THE REGULAR MAIL LINE via STONINGTON, for BOSTON and PROVIDENCE—Intend route
to shortest and most direct, carrying the Eastern Mail.
The streamers PLYMOUTH ROCK, Copt. Joel Stone, and 4.
YANDERBULT, Copt. W. H. Frence, in connection with the
TONINGTON and PROVIDENCE and BOSTON and PROVIDENCE RAILECADS, leaving New-York daily (Sundays 4)
copied) from Pier No. 2. North River, first wharf above Satisty
place, at 6 octock p. m., and Sundanton at 2500 p. m.; or on the
arrival of the mail train which leaves Ration 5.500 p. m.;
The C. VANDERBUT, from New York Monday, Wednerday
and Frieny; from Stonington Heartey Thursday and Saturday.
The PLYMOUTH ROCK, from New York Monday, Wednerday
and Saturday; from Stonington Monday, Wednerday and Saturday.
The PLYMOUTH ROCK, from New York Monday, thursday
and Saturday; from Stonington Monday, Wednerday and Saturday.
The PLYMOUTH ROCK, from New York Monday thereody
and Beacen to the Eastrone Stanfarton nor makened to Providence
and Beacen to the Eastrone Stanfarton nor makened to Providence
and Beacen to the Eastrone and in any letter for all the early.

ange, bertha, state-mome or freight, apply on board the ar at the Freight Office, Plet No. 2 North River, or at

NEW-YORK AND HARLEM RAILROAD

NEW-YORK AND HARLEM RAILROAD
COMPANY.—SUMSPR ARRANGEMENT.
Commenceding MONDAY, May 17, 1869.
Strains leave Depot corner of White and Centre-sta, New-York, at
6:15 p. m. White Pisius train, stopping at all Stations.
Trains leave Depot corner of 20th-st. and 4th-sw., New-York, at
8:16 a. m., Welliamsbridge train, stopping at all Stations.
0:39 a. m., Mail train, stopping at williamsbridge and all Stations north.
11:60 a. m., Welliamsbridge exist, stopping at all Stations.
18:60 p. m., White Pisius train, stopping at all Stations.
18:60 p. m., White Pisius train, stopping at all Stations.
18:60 p. m., Doner Pisius train, stopping at all Stations.
18:60 p. m., White Pisius train, stopping at all Stations above
Walliamsbridge.
18:60 p. m., White Pisius train, stopping at all Stations.
18:60 p. m., White Pisius train, stopping at all Stations.
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18:70 p.m., White Pisius train, stopping at all Stations.
18:70 p.m., White Pisius train, stopping at all Stations.
18:70 p.m., White Pisius train, stopping at all Stations.

Withandreige train, stropting at all distince.

- Leave Chathern Four towners:

Military stropting at Withamshidge, White Plains and all the man porth.

With J. C. & F. P. E.L. L. Superintendent.

THE LAST RAILROAD DISASTER -40-I there is these positional distances. Diffusion is present to be such that confequently of the traveling profits and a rep at home the times has been comed, and the question in, what shall we do read? Rationale can rever be both without graden. Scales can be due highest ensurable for more when they are first amount of the highest ensurable has for the most the profit of the state of the stat

the strains and train of the New York Co tral is: Cryden activation about the abute et al. (19 de) activate the abute et al. (19 de) activate the abute et al. (19 de) activate the whole calendar, and the answer second confirming be, the MOMENT to motion. What is the remedy for these fearful cases of destruction! Start they not as becerbare, and for effort he made to provent or even midizable them? Probable them to the mode to provent or even midizable them? Probable them, he had not them to the mode to the mode of them. Reckiesa, hazardoon, and derecked them derecked for them. Reckiesa, hazardoon, and derecked mode above their cyce and ears to them, or if open, my "O yes, it all very sell, but we have not got the motion, and heaties we are to busy about other a stress, and forthermore, we don't thread to have any arcides to nour read." and so we pe, if does seem as hazar Rainead Officers, and time for the year of the probable when the stress degree, and such responsibility forms that expends in works of ormore at its printing in a fiding, and uphostery in majoury and architectural door after in the award of sinked from Act, all of which is right, but which costs you ten times what it would no provide the most perfect is unity to your trains, and which you would be inforted in a restriction of the most perfect is unity to your trains, and which you would be inforted for any setting the momentum of trains in time of anyer, made and sold by us, we undertake to as well do inner apprevent and a sites expedient than any device ever me. We

general one on some of the best managed man, and
several others.

It is now being sold at one fourth its value as an indusement
for its specky introduction. Enverable terms of payment are also
extended to those who need, and no take of unaccessary expense
is incurred by any company. References given to some of the
ablest engineer as the United States and sausfectors guaranteed
in every case or no sace. Had this impromessed becaused at the
time, the Norwalk Burlington or Ship Hollow disasters would
have been utknown. Price of these Machiners & \$125 cents. For
further particulars, address.

WM G CREAMER Sec.
No. 31 Pine st. Now-York.

LAKE SUPERIOR LINE .- 1858.

ARE SUPERIOR LINE.—1858.

TOUCHISE AT
All points between CLEVELAND DETROIT and SUPERIOR
CITY.

The new and splendid low-pressure steamers CITY OF
CLEVELAND, J. M. Lundy, Master; ILLINOIS, John Fraces, Master;
ERAVING CLEVELAND AT 8.7 M.
THURSDAY, April 22.
MONDAY, May 13.
THURSDAY, May 14.
MONDAY, May 14.
THURSDAY, June 24.
MONDAY, June 24.
THURSDAY, June 24.
MONDAY, June 24.
THURSDAY, June 24.
THURSDAY, July 15.
THURSDAY, July 15.
THURSDAY, July 15.
THURSDAY, July 15.
THURSDAY, August 26.
MONDAY, August 27.
THURSDAY, September 18.
THURSDAY, August 27.
THURSDAY, October 27.
THURSDAY, October 18.
THURSDAY, October 26.
MONDAY, Tow-mber 3.
MONDAY, Tow-mber 3.
MONDAY, October 26.
MONDAY, November 4.
MINERAL ROCK J. P. Ryder, Master.
MINERAL ROCK J. P. Ryder, Master.
MINERAL ROCK J. P. Ryder, Master.
Making three boats iesving Cleveland every week through season.

The steamers make the round trip in eight days. Rooms of many of the trips can be secured by addressing HUSSEY & McBRIDE,
Forwarding and Commission Merchants,
Cleveland, Ohlo,
N. B.—Mark all Packages, "Care of Hussey & McBride, Cleveland, Ohlo."

HUDSON RIVER RAILROAD.—From June Frains for the said Albany at 4:80 and as and as and 8:15 p. m.; on Sundaya, at 8:45 p. m. and 8:15 p. m.; on Sundaya, at 8:45 p. m.

DAY BOAT for ALBANY and INTERMEDI-of Jay-st., on TUESDAYS, THURSDAYS and SATURDAYS, at 7 s. m.

FARE REDUCED to 50 CENTS from NEW YORK to NEW-HAVEN, by steamer ELM CITY, every day at 3 p. m. By steamer TRAVELER every night at it. No charge for borths.

CENTRAL RAILROAD of NEW-JERSEY—Connecting at New-Hampton with the Polestre Law.

CENTRAL RAILROAD of NEW-JERSEY—
Connecting at New-Hampton with the Delaware. Locks wams and Western Bailroad, and at Easton with the Lenigh Valley Raffroad.

SUMMER ARRANGEMENT, commencing April 28, 1803.—
Leave New-York for Easton and intermediate pisces from Pier No. 2, North River, at 7½ a. m., 12 m., and 4 p. m.; for Somerville by above trains, and at 5:30 p. m.

The above trains connect at Elizabeth with trains on the New-Jersey Railroad, which leave New-York from the foot of Courtlands-t. at 74 and 12 a. m., and 4 and 5 p. m.

Passengers for the Delaware, Leakawamm and Western Enit-road will leave at 74 a. m. only. For Lebigh Valley Railroad at 7½ a. m., and 12 m.

JOHN O. STERNS, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and are monoday, May 10, 1839, and until further notice, Passet ger Trains will leave Pier foot of Dunne at as follows, vizing DUNKIER EXPRESS at 6 a. m., for Dunkirk and principal intermediate Sections. MAIL TRAIN at 8 a m., for Dankirk and Buffalo and interme-

distances of the state of the s

WAY PASSENGER at 4 p. m., for Newburgh, Middletown and intermediate Stations.

NIGHT ENPRESS at 5 p. m., for Dunkirk and Burfalo.

The above Trains run daily, Sunday excepted.

These Express Trains connect at Elmira with the Elmira Falls and Responderina and Niegara Falls Railroad, for Niesara Falls; at Binghamton with the Symouse and Binghamton Railroad, for Systems, at Conting with the Buffalo, Coming and New-York Religional, for Rochester; at Orea Bend with the Delaware, Lechawanna and Western Railroad, for Syranton; at Hornelly at Burfalo, Dunkirk with the Lake-Shore Railroad, for Burfalo; at Burfalo, Dunkirk with the Lake-Shore Railroad, for Gleveland, Cincinnati, Toledo, Derroit, Chicago, &c.

(Cincinnati, Toledo, Derroit, Chicago, &c.

B. F. HENDLEY, Assistant President.

NEW-YORK and NEW-HAVEN RAILROAD

SUMMER ARRANGEMENT.
Communing May 31, 1808.

Passenger Station in New-York, corner Planet, and 6th-sv.;

Passenger Station in New-York, corner Praces, and the ev.; entrance on 27th et.

For New-Haven, 7, 8a m. (ex.): 12:45, 5:45, 4:20 (ex.) and 5:50 p. m. For Bridgepert, 7, 8a, m. (ex.): 12:45, 3:45, 4:20 (ex.) and 5:50 p. m. For Mifford, Straiford, Fairfield, Southport and Westport, 7 a. m., 12:45, 3:45 and 5:30 p. m. For Norwalk, 7, 9 a. m., 12:45, 3:45, 4:45, 5:50, 6:50 p. m. For Norwalk, 7, 9 a. m., 12:45, 3:45, 4:20 (ex.), 4:45, 5:50, 6:50 p. m. For Stanford, 7, 8 (ex.) 9 a. m., 12:45, 5:45, 4:20 (ex.), 4:45, 5:50, 6:50 p. m. For Port Chester and Intermediate stations, 7, 9 a. m., 12:45, 8:45, 4:45, 5:50, 6:50 p. m. For Port Chester and Intermediate stations, 7, 9 a. m., 12:45, 8:45, 4:45, 5:50, 6:50 p. m. Norwalk (ex.)

For Boston, 2 a. n. (ex.), 4(20, p. m. (ex.) For Hartford and Springfield, 3 a. m. (ex.), 4(20, p. m. (ex.) For Connecticut River Railroad to Montrea, 3 a. m. (ex.), 4(20, p. m. (ex.) For Connecticut River Railroad to Montrea, 3 a. m. (ex.), 5 p. m. (ex.) For Connecticut Rivers and Connecticut Railroad to Montrea, 3 a. m. (ex.), 5 p. m. For Connecticut Railroad to Montrea, 3 a. m. (ex.), 6 p. m. For New-Haven and New-Lendon Railroad, 8 a. m., 4(20, p. m. For Naugatuck Railroad, 3 a. m., 4(20, p. m. For Naugatuck Railroad, 2 a. m., 4(20, p. m. For Naugatuck Railroad, 2 a. m., 4(20, p. m. For Naugatuck Railroad, 7, 2 a. m.; 4(20, p. m. For Naugatuc

PENNSYLVANIA RAILEOAD.

PENNSYLVANIA RAILEOAD.

The GEBAT CENTRAL ROUTE, connecting the Atlantic ratios with Western, North-Western and South-Western States a confinence statiway direct. This Read also connects at Pitt-berch with doly lines of steemers to all ports on the Western States. Pitts I rall with east lines of stemmers to all ports on the West-ern Rivers, and at Clovelend and Sanders with the stemmers to all ports on the North Western Lakes—making the most direct cheep and reliable route by which FEEIGHT can be forwarded to and from the Great West. EATE'S BETWEEN PHILADELPHIA and PITTSBURGH.

EATES BUTWEEN PHILADELPHIA and PITTSBURGH.
First Class.—Boots, Shoes, lists and Caps. Books.
Dry Grade in boxes bales and trunks; Drugs in
boxes and bales). Feathers: First Ac.
School Class.—Bownskin Shoeting, Shirring and
Tokkup in critical bales; Drues in cases; Studdenny, Lessher in rolle or boxes). Wool and Shoep
Feits. Instward Ac.
TRUE Class.—Avvils. Steel, Chains fin cases).
Homp, Bocon and Perk saited floose or in saces.
Tobacco. menutacturate, except Chars or Cal. A.
For the Class.—Cellin, Fish, Boxon, Beef and
Pent the Cases or be restward. Lard and Lard
Oil, Nosh, Soid Ash, German Chay, Tur, Prin,
Kania Ac.
From.—P bid until further notice.
Garny.—P bid, not exceeding 500 B weight, until further
sciec.

Gerros— p base, not exceeding 800 R weight, until further
In shipping goods from any port east of Philadelphia, be pardicular to mark the package "Via Pennsylvania Rastrond." All
Goods consigned to the Agents of this Road at Falladelphia or
Philadelphia in the forwarded without determina.
Fariour AGENTS—Harris, Wormey & Co., Momphis Tenn.;
R. F. Sass & Co., St. Louis; P. G. O'Reidy & Co., Evansville,
Ind.; Dunn smill, Bell & Co., and Carter & Jewert, Louis; Ill.
Ky.; B. G. Meldrum, Madhson, Ind.; H. W. Brown & Co. and
Irwin & Co., Chachnari; N. W. Graham & Co., Zanesville, Other
Levich & Co., No. 51 Killey et, Beston: Levich & Co., No. 1 Aston
Hense, New-York, and No. 1 South Whitson-et, New-York; E.
J. Fuccior, Philadelphia, Magnew & Koons, Baltimore; D. A.
Biewart, Pittsburch.

Biewart, Pittaburch.

H. H. HOUNTON, General Preight Agent, Pisiwielphia.

T. A. SCOTT, Superintendent, Altorna, Pa.

April 1, 1858.

The Heart will find this the chortest, most aspections and source of the Jane of serving.

P. B. N. B. S. L. V. A. N. A. A. A. A. L. B. O. A. D. The Fenneylvania Railroad connects at Pitteburgh with missed to and from St. Lucia. Mo., Allow, Gainess and Schesse. M. Frankfert, Lectington and Louiselfle, Ry., Ferra Hentz, Madistra, Gainyette and Indianapolia. Ind. Checkmant, Dayton. Springled. Bullefurtaine, Bandmaily, Toseda, Cleveland, Columbus Canerville, Massillon and Wooster, Ohio, also with the steam netter bosts from and to New-Oricans, Rt. Locia, Louisville and Photeinnati.

Through Belevis for the East can be had at gray of the above-manismed places in the West.

Passengers will find this the chortest, most expectations and soundortable route between the East and West.

PROM NEW-YORK TO CINCHNAT I IN ST HOURS.

PROM NEW-YORK TO ST. LOUIS IN ST HOURS.

PROM NEW-YORK TO ST. LOUIS IN ST HOURS.

Page as low as any other route.

FROM NEW-YORK TO MY LEGAL PROPERTY OF THE STREET OF THE ST

Woter Enre.

DR. E. J. LOWENTHAL'S WATER-CURE and Gymnastrm Bergen Hights, New Jersey, ten minutes from either the Hobsken or Jersey City forry by regular stages.

MOUNT PROSPECT WATER-CURE, Bing M. hanton, N. V., 215 miles from the city by N. Y. & Eric Railroad; has a ustoral location, suppassed in beauty by no other in the Union Terms 85 to \$10 per week. For circulars, address J. H. NORTH M. D. or MARTHA FRENCH, M. D.

THE SARATOGA WATER CURE is the place where invalids go to regain health, and where the wary go to rest from their labors. Large and siry fromms and found here, and a led that will do not good to rost upon.

Address: N BEDORTHA, M. D. Sarstons Springs, N. Y.

Medical. MPORTANT to FEMALES.-Dr. CHEESE-MPORTANT to FEMALES.—Dr. CHEESE.—
MAN'S CELFBRATED PILLS—The combination of inpedicuts in there File, the result of a long and extensive practice and are a positive core for all those diseases inadent to the
formle constitution. They are cortain to remove all obstructions,
and bring nature to its preper channel—inducing with certainty
peric dien regularity. Explicit directions, which should be read,
seem pay yeach bix. Price \$1 per hox. Soid, wholesale and
retail, rec. 765 Chambers st.

NO MORE SHAKING.—The OLIVE PEVER and AGUE PILLS will cure in one week's time the worst case of fever and sque that exists, no matter if you had it sea successive Summers. They are free from Quinice and all dele-ters no drugs, harmless in their action, and will leave the system

Legal Notices.

true; theme south fifty and a half degrees west ten chains and twenty five hinls to a stone heap by the bars between the two meastows, and thence by Philip Crator's line north thit, yetable degrees and forty mix utes west twenty-six chains and fifty links to a heap of stones in the woods, a corner of Jacob Emans' other much; thence by his line south forty-sight degrees west seven chains to a marked chestnut tree; thence noth fifty degrees and a half west twenty-three chains and thirty links to a corner of the fence a line of said Emans; thence south forty-sight degrees and forty five minutes west cight chains and fifty links by the bars; thence south forty-three degrees and a half west twenty-three degrees and a half west twenty-enhanced and sixty links to the piece of beginning, contaming one hundred and fifty serve and ninety-five hundredth of an acre of land. That the said Jacob Wortman had an estate of inheritance in fee simple in and to the equal undivided one third part of the said lands, tenements, and hereditaments. That the said Jacob Wortman died in the mouth of March, eighteen hundred and fortiereditaments, or any of them. That he, the said Jacob Wortman did not leave any heir, and that two clear yearly value of the equal undivided one-third part of the said three tracts of land whereof the said Jacob Wortman was selected in the lands described in said inquisition, are hereby noticed and required to appear and traverse the said inquisition within twenty days after the sixtenth day of November next, the time herein limited for that purpose, pursuant to the statute in such case provided.

Dated Trouton, N. J., May S. 1328.

WM. L. DAYTON,

myl2 lawfundw Alterney General of N. J.

Y. SUPREME COURT.—RICHARD B.

my12 law6meW Atterney General of N. J.

N. Y. SUPREME COURT.—RICHARD B.
GAGE assinst THE MONTREAL RU34ER COMPANY—Summons for money demand on contract—(Com. not served.)—To the above named by femands two are hearly summoned and required to answer the complaint in this action which will be find in the office of the Clerk of the County of NewYork, at the City Hall in the City of New York, and to serve a copy of your asswer to the said complaint on the subscriber at his office, No. 168 Ryockway, in said city, within twenty days after the service of this summons on you, exclusive of the day of setch errore, at dif you fail to answer the said complaint within the time after said, the plaintiff in this action will take judgment against you for the rum of eight hundred collars, with interest from the twenty fourth day of June one thousand eight hundred and fifty-leight, beside the coars of this school—Daded July 5, 1816.

The countlaint aforesaid was filed in the said office of said Clerk at early City Hall on Wedersday the 2th day of July-1038, 1928 lawfew S. D. COZZENS, Plaintiff's Attorney.

NEW-YORK SUPREME COURT.—RICH—ARD B. GAGE against THE MONTREAL RUBBER COMPANY.—Sum more for money demand on contract—(Doz. not see)—To the above named distrollants: You are hereby sommend and required to answer the complaint to this action, which will be fised in the office of the Clerk of the County of New-York at the City Hall in the City of New-York and to serve a copy of your mawner to the said one plaint on the subscribe at its cilice.

No. 166 for adway, in raid city, within twenty days after the service of this summons on you, exclusive of the day of such service of this summons on you crelative of the day of such service of this summons on your exclusive of the day of such service of this summons on your exclusive of the day of such service of this summons on your exclusive of the day of such service of the sum of seven hundred and eighty-three dollars with interest imm, to enjoh day of July, englined to the county o

STPREME COURT—City and County of Section 2 of the AUGUSTA PUREAMORE art JOHN W. PUREAMORE Section 2. To the defendant above named: You me hereby summoned in the supersection of Augusta Pureamore, the court to answer the counties of Augusta Pureamore the court to answer the counties of Augusta Pureamore the court of august the distribution of the City and County of New York City, or Sthe City Hah, New York City, or Sthe City Hah, New York City, and to serve a copy of your answer on the on the subscriber, at his office, No. 3/7 Breakway, New York on the subscriber, at his office, No. 3/7 Breakway, New York on the subscriber is the service of this summons as

HUNTING INDIANS.-A subscriber of The Troy Budget, who resides in one of the northern counties of Texas, appends to a buinces letter to that paper. from Cedar Hill, Daline County, July 16, 1868, come

from Cedar Hill, Daine County, July 10, 1805, some state ments of general interest:

'I have been hunting Indians for two months. They killed two families of my neighbors, and their blood cried daily for revenge. My children said I was too old to go after Indians. I said I was of the right stamp; I know how to take them. We killed 71, and came off victorious. We lest one msa and one friendly locker. I am 72 years old, but a soldier yet."

New York Daily Tribune

MARINE APPAIRS.

LAUNCH OF THE U. S. STEAM SLOOP-OF-WAR BROOKLYN. On the 3d day of March, 1857, was sparoved an Act of Congress for the construction of five steam sloops-et-war, all of which are now in the prosess of building. Ore, the Hartford, is being built at the Boston Navy Yard; the Lancaster, is being built at the Pulledelphia Navy Yard; the Richmond, is progressing at the Navy Yard at Norfolk, and the Penescola at the Penescola Navy Yard. The contract for the construction of one of the number, the Brooklyn, was awarded to a New-Yerk ship builder, with the view to test the relative merits of private and public enterprise, and thus far the former has distanced the latter, at least so far as the speed of construction is concerned. The contract was awarded on the 17th of November last to Stephen G. Bogert, proprietor of the Westervelt ship-yard-o which ex Mayor Jacob A Westervelt was the founder, and of which he is still at the head of the construction department. On the 27th of December the keel was laid, and yesterday morning—seven months after—it was launched amid the plandits of thousands of ladies

and citizens who had assembled to witness the evect.

The rapidity with which the Brooklyn has been advarced in its construction is of itself a practical argument in favor of individual enterprise as against the slow workings of executive ability when placed in subordination to boards and councils, and this, too, when it is not often expected that private ship-builders will be supplied at all times with all the requisite quantities and qualities of timber for so great an un-

dertaking.

The Brooklyn is one of the class of auxiliary to s'earrers, which have proved most successful in the naval service generally. She is 247 feet long on deck, 43 feet breadth of beam, and 21 feet 6 inches deep. Her frame is entirely of live oak, including the floor timbers and the filting-in timbers, which constitute a solid live-oak flooring to the ship, 17 inches deep, carried out to the second futtock-heads, caulked and

mede water tight. The keel, keelsons, inner and outer covering, are of the very best quality of white oak, selected and carefully sawed to dimensione on the premises. The keel is 17 by 20 inches, main keelsons, 17 by 30 inches, sister keelsons 14 by 14 inches, and hilge keelsons 16 by 18 and 16 by 16 inches. The outside plank vary from 5 to 7 inches thick, and the incer or ceil-

had resembled within the Westervelt slip yard at the foot of Houston street, Kast River. The vessel was on the ways, and shipwrights were actively engaged in preparations for the launch. Various officers of the navy were present and viewed the scene with great interest. A temperary flight of steps enabled one or two hundred of the assembly favored with tickets to ascend from the ground to the deck of the vessel. Among these were about 30 ladies. Shelton's band added interest to the scene by the performance of various appropriate compositions. The masts were far enough advanced to have received the true trees at the maintop, and flags were flying gaily in the breeze. In the river were two small harbor steamers loaded with persons who had come to witness the launch. By 10 o'clock not less than 10,000 persons had taken positions on the vessel, in the yard, on housetops, in windows, or ships above and below, and on steamers and small beats in the river, where the event could be witnessed. smail beats in the river, where the event could be witnessed. The hammock rettings of the vessel were filled with ladies and gentlemen. The work of removing the blocks was actively continued, and at 101 o'clock the vessel moved slowly down the ways toward the river, amid the loud cheers of the people and the discharge of a brass cannon placed on the dock. She parsed gently into the water, the motion being scarcely perceptible to those on board. As her bow reached the water, Miss Eliza M. Westervelt and Miss Julia Mackay, in accordance with traditional usage, christened the vessel the Brocklyn, and broke each a bottle of wine over the bow, scattering the fragments of glass on the vessel and the wine on their dresses with admirable precision and unpleasant effect.

The headway of the vessel carried her toward the Williamsburgh shore, and the port anchor was dropped to step her. A flaw in one of the links of the cable caused it to scap asunder, and the vessel continued to the season of the state of the cable caused it to scap asunder, and the vessel continued to the season of the state of the cable caused it to scap asunder, and the vessel continued to the season of the state of the cable caused it to scap asunder, and the vessel continued to the season of th

cable caused it to snap asunder, and the vessel con-tinued to tear the shore until the steamings Achilles and Huntress came alongside and towed her to Pesse & Murphy's dack, below the foot of Grand street, E. R., where she was laid up to receive her ma-

After the launch, Mesers. Bogert & Westervelt invited about a hundred and fifty guests into a long
room connected with the yard, to patishe of a collation which had been prepared for the occasion. The
room had been appropriately decorated with ahips
room had been appropriately

high and bunting.

Mr. Boaart, the proprietor of the yard, presided.

Sested near him were the Naval Contractors of the Government, ex-Mayor Westervelt, Captain Ward,

Seated near him were the Naval Contractors of the Government, ex-Mayor Westervelt, Captain Ward, and citer raval officers.

When the collation had been partaken of, Mr. Bosant said that they had met together at a christening, for they had christened the good ship Brooklyn; in other words, they had hunched her into the element to which she would be resoforth belong, and it was hoped she would do her duty and be an honor to her country's flag. The ship was always the cabject of the peet's sorg. But it was the sailing thip which was described as the white-winged measurger which went forth with joy; yet the said ship had been emblematized by the poet's pen as "the bird of the pair," the steamship seemed too much of a stern reality; that was the work of nature, the work of no other than God's creative man. For while we look at the sailing ship, specing on in her grace and beauty over the wayes, we look at the steamship going forward, apparently without any motive power; but there was a motive power within her—aye, a heart and lungs, and a spirit—and that spirit was the engineer, who, with his firger on the engine, willed, and it was done. One word more. He saw men of the United States Navy around him—men who owned no country but one, and that a united one. To day he presented the Brochyn as an emblem of these States, for it was a Unice ship. Louisiens and Florids, Ohio and Northeen New York, gave their oaks for her coentraction; the pines from Maine, Georgia, and the Carolinas were there; the Peninsular State of Case sent forth her expired there; the Peninsular State of Case sent forth her expired there; the Peninsular State of Case sent forth her expired the pines from Maine, Georgia, and the Carolinas were there; the Peninsular State of Case sent forth her expired.

per cre, Perneylwania sent ber iros, and in fact, starre a portion of the Union but had been represented in the construction of this rea sh, therefore she was in train a United States versal of war. Mr. B. smoludesi by neiting Leaglellow by perm of the soly of State.

The President then announced the regular tests in fellowing order:

1. Success to the U.S. Series shows Brooklyn. [Applace.]

2. The President of the United States.

Capt. Rynders responded. He calogised the President for his horsety and integrity of character as exhibited in his sequence with reference to Kanes. Utah, and the right of swarch; but he hoped that those mat ters would be allowed to drop, and the Government order ships of war ad hibitars, to preserve the national knot.

3. The best of the lates of the contract of the lates of the lates

3. The health of the Hop, Issue Toucey, Secretary of the Navy. 3. The health of the Hon. Issue Toucry, Serrotary of the Navy.

Mr. CONRAD SWACKHAMMER responded. He said that he had been put down to respond to another tourt, but he could speak to one as well as another; and he immediately proceeded to speak about ships to reaeral, the Brocklyn in particular, and pretty much everything except the Hon. Isano Toucey, Senerary of the Navy. He tickled the place it has been trade by suggesting that the ships of the Navy should be withdrawn from the African crast that they no longer assist the tyrant, Great Britain, in its fake philanthropy, and, when withdrawn, that they be used to winp everything on this continent that don't acknowledge itself in favor of Manifest Destiny, and annex everything from Smith's Sound to Cape Horn.

4. The Cities of New York and Brocklyn. 4 The Cities of New York and Brocklyn.

Councilmen Cross responded. He praised the course of the Government in fostering intividual enterprise in this instance.

5. The Newy of the United States. Capt. Wan of the Navy responded. He said that the success of the Brooklyn, in his view would go far to shake the prejudice that had ex sted against the delegation of the construction of naval vessels to individual enterprise. He concluded by offering the following reast.

lowing teast:

The Baptism of the Sea-May all who have experienced it be guited in use the municus brotherhood.

6. The Merchants and the Merchant Marine of the United

Mr. HENRY B. CROMWELL made a brief response.
7. Mechanics and the Mechanicsi are of the City of New-York.
Capt. Oriver Brief responded.
When the toasts were concluded, the company dis-

YALE COLLEGE.

BACCALAUREATE SERMON-LECTURE ON ART-COMMENCEMENT REGATTA-DR. TAYLOR S WORKS, &c. From Our Own Reporter.

New-Haves, Monday, July 26, 1858.

The exercises of Commencement week began with
the delivery of the Baccalaureate sermon, yesterday
afternoon. President Woolsey performed this service Legal Mcintes.

IN CHANCERY of NEW-JERSEY.—In the I matter of scheen classes of a 10 to 10 to 18 and 10 by 18 and 10 by 16 toches. The outside plant way from 30 and to 10 to 18 and 10 by 18 and 10 by 16 toches. The outside plant way from 30 and to 10 to 18 and 10 by 18 and 10 by 16 toches. The outside plant way from 30 and to 10 to 10 toches and the course of a 10 toches and the course of the 10 toches and th in the absence of Prof. Fisher, whose health is not yet entirely restored. His text was Titus, ii., 6:

white of the University of michigan. It was doe to the series of lectures given in connection with the exhibition of paintings noticed in a previous letter, and has been surpased by none of the preceding in richness and briniancy. Prof. White's subject was. "Cathedral Builders and Medieval Sculpture." He said that it was hard to speak of Sculpture without beginning with Architecture, for architecture, whether rough or smooth, whether stout or lithe, is the trusk or stalk from which sculpture bads and blossoms and sheds perfume. In all ant which is good and noble, first grows the worthy temple, next looms the worthy stame. Among all men of worthy culture to-day, all their sketches and plans are mainly wrought according to one of two great models, which are popularly known [as the classic and the Gothic. In the classic groups the distinguishing characteristic is unity. As one walks up the broad marble slope of steps leading into some great Greek temple, he notes far above, in the patient, great spreading groups of statuary, great crystallizations of the brightest ideas, struck out in the nation's struggle, great representations of what is brightest in the nation a history or most beautoous in her Poetry or lordiest in her mythology. Within the temple, you scone time to see and know that one tone and one feeling pervades all, that the temple, in solid structure and in the overlaying of ornament, in exterior and in interior sculpture, in the bulging mascles of study centurus and in the overlaying of ornament, in exterior and in interior sculpture, in the bulging mascles of study centurus and in the worthy classic statues, in their position and look and gathering up of drapery, there is seen a certain unmistakeable loftiness, a certain royally which hedges them in from you, a certain septicity which would forbid you to put them in dimensionally which would forbid you to put them in dimensionally and professed face of Socrates, there is in it, not only a mat perfect delineation of what is best in the human, but a cha

gaired former from hings by observes, and presented from the Pope by buils. Their organization spread into every part of Burepa, until at last you see them grouped around their great works in all countries, gaining continually new privileges, rising higher in love of their art aid in strength for it. The esthedral of the 18th century, as it grew from the hearts and hands of these men, is the most worderful growth in ait the world has yet seen. As you approach and kok to its portale and towers, there is spread before you a great sculptured chapter of medieval hopes and j ye, and fears and aspirations. High on either side size the great twin towers—broad, lotty, earnest—in some lights almost grin; yet in all appears great hird iness, for great valle of stone lace work ausg playfully down their great sides, old turrets cling lovingly to them at all centers and light staircases in stone twist about the corners as the loving vine twines about study eak. And the old builders have midd the towers hindler still by making them enfold a wealth of actimal sculpture. High up on their lordly sides, old greateques. Elves, eatyrs, imp., dragons dwarfs, and inverse lower as to a mother, are great bardes of greateques. Elves, eatyrs, imp., dragons dwarfs, and inverse lower as to a mother, wreste under gables, sun themselves on roofs, p-rob on divage deep, prowl under cornices, glare out from masses of follage, scowl at you grin at you. All these, and more, the good you do towers lift high above the labors and quarrel of the city below, holding them in loving care from century to century.

rel of the city below, holding them in loving care from century to century.

Prof. White proceeded to give a magnificent description for the several parts of the camedra, the great certral gallery where stand in stone long lines of arcades, and in these lorg lines of ceparted kings, locking in deep silence on all the tracedy and trekery of the city, the great roce window, its width great or than the higher of many of our charches, and the great wheel window, where stand proposes and Evargelists and Apostles, their robes gorgeous in all the rich colors of the old glass stainers, their faces radiant, their glories around their heads blaning in the sun-light. The most rotable thing in the vast mass of cathedral

ciant, their glories around their heads blazing in the sun-light.

The most rotable thing in the vast mass of cathedral sculpture is its old use to the people as a great religious book, at a time when the Scriptures were not accessible to them. In the chapet and chour of Notro Dame of Paris this sculptured book may be seen in the perfection. There is pictured out very naively and very unscientifically the Creation, then the design of the Prophets, then the Evangelists and the Apoctoral the project, then the Evangelists and the Apoctoral in the noist of all runs the left of Crist, shown in details of its prefiguration in the Old Tests and, and its consummation in the New. There is in these representations, it is true, rich food for critics. You may semetimes see a perspective so managed that an Apostle has one foot hard by the Tampis in Jerusalem and the other firmly planted on the Monte of Olives. So, too, the Children of Israel are sometimes represented as fleeing from Egypt in alsafed jerkins and with match lecks. Joshua's army appears occamped before Jericho, not only with horns blasing, but with herris for guipewder. The sour for the estimated of Europe, is soulptured under the end of the great control pertain in full view of all who enter the estime. It enforces the doctrine of rewards and punishments. Christ is calmly weighing men in one scale against their good deeds in the other; a chanting company of the blessed are led by an angel to the right hand; a weeping crowd of conderned are scouraged by demire the estime. It enforces the doctrine of rewards and punishments. Christ is calmly weighing men in one scale against their good deeds in the other; a chanting company of the blessed are led by an angel to the right hand; a weeping crowd of conderned are scouraged by dem in some deed of conderned are scouraged by dem in a sealous in Gothie sculpture, though often very broad in its jests, gives life to great masses of more somber sculpture. It often satirizes those very men and tange which in reacing mediev

is seen on all fours, suddled and bridled and ridden by a woman.

A most wonderful thing in Gothis art is exceeding fullness of life and the wonderful reality of it. An illustration of this is seen in the old Temple Charch at Leaden. There is a row of groteeque Gothio beads upon which is wrought every possible shade of scoulptor saw that in this very vareity there would seen be memoteny. As seen as this idea seized him he sculptured a little ugly demon which crawls out from the stone behind, seizes in its teeth one ear of a head and bites with all its might. That breaks the moneteny, for the whole face is drawn aside, every mescle is set ashew, every feature takes a new aspect, and the surprise of the beholder at the join. Another striking characteristic in the medieval sculpture is its wonderful earnestness. This may be noted in the frequent equality of finish between the parts which many see and parts which few see. By chunbing up the chance scaffolding of the roof-repairers, one may the chance scaffold for a greet growth in art as this land. The sculptors are fact rising already, the patrons are sure to rise if we do our duty. That old mediovalcity growth waich so fostered art, wa as nothing to what ours shell be. The emulation between cities which is now directed to firemen's uniforms and soldiers' feathers, may yet be made to rear noble town halls, with lines of niches for statues. The sacrifices often made by religious societies to cushion seats with damask, and curtain that pitiful stronghold of discord, the choir, with silk, to cover the floor with trifted carpets, and build pulpits like soda fountains, this effeminate sacrifice may be turned into a manly sacrifice. We may take part of that upholstery money to build noble spires of stone in place of our present absurd pepper-box towers or lying shingle spires, or place sweet chimes of bells to filter sweet echoes through our elm trees. Let these who stand at the centers from which ideas and fashions dart through the lard, rely upon these qualities of sacrifice and generosity, and direct them to better ends.

who stand at the centers from which ideas and fashboardant through the land, rely upon these qualities of sacrifice and generosity, and direct them to better ends.

Let every man kok to himself, developing the heart and soul which God has given him, keeping himself in strong currents of life, strengthening bluneelf is love of truth, directing every thought to act with earnestness. These shall he fill himself with the spirit of art, and to souls thus nurtured the love of art comes surely.

Mr. William Hutchinson, who has been for the past year a tutor in college, was last Sabbath evening ordened as a missionary to Northern Armesia. The sermon was preached by the Rev. Dr. Bacon, from Acts xv: 3, his subject being "The Value of the "Missionary Work to all who are engaged in it." The Rev Dr. Datton gave the charge, and the Rev. Mr. Strong the right hand of fellowsnip.

The annual regatts of the College Navy, which regularly holds a place upon the programme for Commercement week, took place this morning. Only a small number of the club boats took part in the coatest. The weather was very favorable, and the sheer was lined with interested spectators. The prises offered were—To shell boats, a set of oars; to club-boats, a set of eilk colors. Beside these, a pair of beet-books, silver mounted, was offered to that crew which passed the best drill. The "champion flag" was one of the objects to be contended for. This flag which is the first one hoisted by the Yale Boat Clab, is to belong to the boat that makes the fastsat time, but is tubject to challenge at any time during the racing eason. The "Vuruna," a boat of six oars, manned from the class of 1861, came in shout three minutes later. The new and fastest boats of the Yale Navy did not take part in this regatts. The prize for excellence in discipline was awarded to the "Olympia," whose crew is composed of unembers of the Scientific School. It is but justice to state that the "Neried" met with a misterious of Foresor Olimate, and reduced to the start, by getting her oa